

STATE OF NEBRASKA
DEPARTMENT OF ROADS
ADDENDUM NO. 2
AND
ELECTRONIC BIDDING SYSTEM
AMENDMENT NO. 2
PROJECT NOS. NH-80-9(832), NH-80-9(825) & NH-80-9(827)
CONTROL NOS. 12450A, 12452 & 12454
CALL ORDER 100
I-80, MAHONEY TO GREENWOOD
LETTING DATE: JANUARY 23, 2009

The Schedule of Items for Project NH-80-9(832) is amended as follows:

1. In Group 1, the bid item "Earthwork Measured in Embankment" has been eliminated.
2. In Group 1, the quantity for the bid item "Remove Asphalt Surface" is incorrect and should read 22,805.000 SY.
3. In Group 1, the bid item "Excavation (Established Quantity)" has been added with a quantity of 595,153.000 CY.
4. In Group 3, the quantity for the bid item "Stabilized Subgrade, Type Fly Ash" is incorrect and should read 45,468.000 SY.
5. In Group 3, the quantity for the bid item "Fly Ash" is incorrect and should read 1,786.000 TON.

The Schedule of Items for Project NH-80-9(825) is amended as follows:

1. In Group 6A, the quantity for the bid item "Class 47BD-4000 Concrete for Bridge" is incorrect and should read 256.300 CY.
2. In Group 6A, the quantity for the bid item "Epoxy Coated Reinforcing Steel" is incorrect and should read 62,820.000 LB.
3. In Group 6B, the quantity for the bid item "Class 47BD-4000 Concrete for Bridge" is incorrect and should read 256.800 CY.
4. In Group 6B, the quantity for the bid item "Epoxy Coated Reinforcing Steel" is incorrect and should read 62,650.000 LB.
5. In Group 6C, the quantity for the bid item "Class 47BD-4000 Concrete for Bridge" is incorrect and should read 282.000 CY.
6. In Group 6C, the quantity for the bid item "Epoxy Coated Reinforcing Steel" is incorrect and should read 64,380.000 LB.
7. In Group 6D, the quantity for the bid item "Class 47BD-4000 Concrete for Bridge" is incorrect and should read 282.700 CY.

8. In Group 6D, the quantity for the bid item "Epoxy Coated Reinforcing Steel" is incorrect and should read 64,135.000 LB.

The EBS generated bid items sheets must show these corrections or the bid will be considered void.

* * * * *

In paragraph number 2 at the top of page two in Addendum No.1 Amendment No.1, the sentence which reads "6,700 tons of asphalt millings at Hwy. N-66 and 262nd Street" is amended to read:

"6,700 tons of asphalt millings and 4,700 tons of crushed concrete at Hwy. N-66 and 262nd Street."

* * * * *

On page 49 of the Special Provisions, the last sentence of **Section VII** (No broken concrete is allowed to fall into either creek during bridge deck/rail removal.) is void.

It should be noted that the voiding of this sentence brings this portion of the Special Provisions into compliance with the **ENVIRONMENTAL COMMITMENT** and the **WETLAND 404 PERMIT** provisions, which are a part of this contract.

* * * * *

On page 56 of the Special Provisions, the eighth paragraph in the **ENVIRONMENTAL COMMITMENT** provision (which begins with "The broken concrete or riprap shall be covered") is amended to include the following:

The placement of compacted soil on the riprap and the seeding of the compacted soil shall be considered subsidiary to the item "Broken Concrete Riprap".

* * * * *

On page 139 of the Special Provisions, the last paragraph of the provision titled **REMOVE STRUCTURE AT STA. 1854+40.03** is void.

It should be noted that the voiding of this sentence brings this portion of the Special Provisions into compliance with the **ENVIRONMENTAL COMMITMENT** and the **WETLAND 404 PERMIT** provisions, which are a part of this contract.

* * * * *

On page 147 of the Special Provisions, the provision titled **INTERLOCKING CONCRETE PAVER BLOCKS** is void and superseded by the following:

INTERLOCKING CONCRETE PAVER BLOCKS

Interlocking Concrete Paver Blocks shall conform to the Standard Specifications for Highway Construction except as amended.

1. Material Requirements

Subsection 705.02 of the Standard Specifications is amended to include the following:

Blocks shall be precast in a plant for which the method of manufacture and quality of concrete are subject to the approval of the Department of Roads. The blocks shall meet the following requirements (expressed as an average value of three samples):

| | |
|------------------------------------|-------------------------|
| Compressive Strength (Min.) | 4000 psi |
| Water Absorption (Percent – Max..) | 7.0% |
| Density (Min.) | 130 lbs/ft ³ |
| Height (Nominal \pm 10%) | 6 inch |

The compressive strength shall be determined from a 2-inch cube cut from a block. A minimum of three blocks per a day's pour shall be submitted to Materials and Research Division for testing. Blocks may be either closed (Maximum 10% open area) or open celled (Minimum 20% open area) as identified in the plans. When no cell style is identified the default shall be open celled.

Interlocking concrete pavers shall be as shown on the NDR Approved Products List.

Geotextile Filter Fabric for Interlocking Concrete Paver Block: Geotextile for use under Interlocking Concrete Paver Block applications shall be either a woven monofilament polypropylene geotextile meeting the AASHTO M 288 Class 2 Geotextile Strength Property Requirements or a nonwoven monofilament geotextile meeting the Class 1 requirements. The geotextile shall also meet the requirements of Table 6 in the AASHTO M 288 specifications unless otherwise noted in the plans.

The geotextile shall be free of defects, rips, holes, or flaws.

Fill Material for Interlocking Concrete Paver Block: Fill material for the open spaces between paver blocks shall consist of either topsoil, select fill, or mineral aggregates. The preferred fill material is select fill for open celled block and mineral aggregate for closed celled block. Mineral aggregates shall conform to the requirements of Section 1033 of the Standard Specifications and the Table below.

| Mineral Aggregate Fill Material for Paver Blocks | | |
|---|-------------------------------|-----------------------------|
| Sieve Size | Percent Passing (Min.) | |
| | Closed Celled Fill | Open Celled Fill |
| 3/4 inch (19.0 mm) | - | 100% |
| 3/8 inch (9.5 mm) | | 80% |
| No. 4 (4.75 mm) | 100% | - |
| No. 200 (75 µm) | 10% | 10% |

The requirements provided here for reference only and shall not be construed to supersede the AASHTO specification.

| AASHTO M 288 | Class 1 | | Class 2 | |
|----------------------------------|-------------------|----------|-------------------|----------|
| | Elongation | | Elongation | |
| | <50 % | ≥50% | <50% | ≥50% |
| Grab Strength (ASTM D 4632) | 315 lbs. | 200 lbs. | 250 lbs. | 160 lbs. |
| Sewn Seam Strength (ASTM D 4632) | 280 lbs. | 180 lbs. | 225 lbs. | 140 lbs. |
| Tear Strength (ASTM D 4533) | 110 lbs. | 80 lbs. | 90 lbs. | 55 lbs. |
| Puncture Strength (ASTM D 6241) | 600 lbs. | 430 lbs. | 490 lbs. | 310 lbs. |

| AASHTO M 288 | Table 6 | | |
|--------------------------------------|---|------------------------|------------------------|
| | Percent in Situ Soil Passing No. 200 Sieve | | |
| | <15 % | 15-50% | >50% |
| Permittivity (ASTM D 4491) | 0.7 sec. ⁻¹ | 0.2 sec. ⁻¹ | 0.1 sec. ⁻¹ |
| Apparent Open Size (ASTM D 4751) | No. 40 | No. 60 | No. 70 |
| Ultraviolet Stability (ASTM D 44355) | 50% after 500 h of exposure | | |

2. CONSTRUCTION METHODS

Subsection 705.02 of the Standard Specifications is amended to include the following:

Prior to placing pavers, the previously constructed subgrade shall be cleaned of all foreign substances. The surface of the subgrade shall be inspected for adequate compaction and surface tolerances. The subgrade shall be compacted to a firm footing. Ruts, soft spots, areas having inadequate compaction, and deviations of the surface from the specified tolerances shall be corrected prior to placing pavers.

Areas on which pavers are to be placed shall be trimmed and dressed to conform to plan cross sections within an allowable tolerance of plus or minus 2 inches from the theoretical slope lines and grades. Ruts and ditches shall be

filled and leveled. Where such areas are below the allowable minus tolerance limit, they shall be brought to grade by filling with material similar to the adjacent material and well compacted. Immediately prior to placing pavers, the prepared subgrade will be inspected by the Engineer and no material shall be placed thereon until the area has been approved.

Geotextile filter fabric shall be laid flat but not stretched on the soil and shall be secured with Type 1 Erosion Control Anchoring Devices (See Approved Product List – Erosion Control). Fabric shall be laid with the long dimension horizontal. Overlaps of fabric at transverse and longitudinal joints shall be 12 inches minimum. Anchors shall be placed 3 inches in from the edge of the geotextile and through both thicknesses of overlapped geotextile along the midpoint of the overlap at not greater than 6-foot intervals. Additional pins shall be installed where needed to prevent slippage.

Geotextile installation shall proceed at such a rate that geotextile is covered with blocks within 2 days of laying of the fabric.

Placement of the block matrix may be by either hand or as cable tied machine placed mats. Placement of the block matrix shall be done in a manner that avoids damage to the drainage layer, geotextile or subgrade during installation. Final acceptance and approval of the installation will be made by the Engineer.

Joint spacing between adjacent blocks in the matrix shall be maintained so that binding of blocks does not occur and so that block-to-block interlock is achieved. In areas of curvature or grade change, orientation of an individual block to adjacent blocks in the matrix shall be such that block-to-block interlock and intimate contact with the geotextile is maintained.

Placement of the block matrix in channels shall preferentially begin at the upstream end and proceed downstream. Contractor may at his risk and with agreement of the Engineer place the block matrix starting from the downstream end and proceeding upstream, but shall also provide a temporary toe trench and anchoring at the upstream edge of the ACB System to protect against water undermining the system during flow events. Placement of the block matrix on side slopes and steep slopes exceeding 20% (1:5 V:H) shall begin at the toe of the slope and proceed upslope. Block placement shall not bring block-to-block interconnections into tension.

Individual blocks within the block matrix shall not protrude above the plane of the finished matrix more than 0.5 inches. Blocks that protrude more than 0.5 inches shall be removed and replaced until it protrudes no more than 0.5 inches. If necessary, additional blocks shall be removed and replaced to provide a planar surface.

Block matrices placed as cable tied, machine placed mats shall use manufacturer approved lifting equipment and cables. Mats shall be placed side

by side or end to end such that they abut each other. Mats seams or openings between mats that are 2 inches or greater shall be filled with flowable fill.

Equipment shall not be allowed on the installed pavers that would break or otherwise damage the pavers.

Backfilling of the paver blocks shall be completed as soon as practicable after the Engineer has approved the block matrix installation. The surrounding sides of the installed paver blocks shall be filled with material similar to the adjacent material and compacted to a firm footing. The fill material for the open spaces through and between the pavers and shall be placed on the surface of the pavers and raked, brushed or tamped into the open spaces. Enough fill material shall be applied to fill the open spaces and excess fill material shall be removed from the surface.

3. METHOD OF MEASUREMENT AND BASIS OF PAYMENT

The item "Interlocking Concrete Paver Block" shall be measured and paid for by the square foot, surfaced measured. The price bid shall be full compensation for excavation, geotextile filter fabric, fillers, pavers, and all miscellaneous materials and labor required to complete the work.

* * * * *

On page 150 of the Special Provisions, the provision titled **IMPACT ATTENUATOR SYSTEM** is amended to include the following:

The pier width for the bridges at Sta. 1837± and Sta. 1897+60± is 3 feet.

* * * * *

The Special Provisions are amended to include the following:

SALVAGING AND PLACING TOPSOIL

The Contractor shall be required to salvage enough topsoil material to place a minimum of 6 inches of topsoil on all disturbed areas, as directed by the Engineer.

* * * * *

On plan sheet 2-N1 for Project NH-80-9(832), the following changes are made:

1. In the NOTES column, the note "The Contractor will be required to furnish Borrow on this Project". is void.

2. The NOTES column is amended to include the following:

The Contractor will be required to furnish
Waste areas for Excess Excavation.

* * * * *

On plan sheet 2-N5 for Project NH-80-9(832), the following changes are made:

1. In the ASPHALT CONCRETE, TYPE SPL (TEMP.) table, the quantity for Phase 1B is amended to read:

16,553 SY *

* Includes 3,600 SY of Asphalt Concrete, SPL, for a third contractor access. Two contractor access locations are shown in the plans. The third access location (3,600 SY) may be constructed at a location determined by the contractor and approved by the Engineer. This third location is not shown in the plans and is not included in the Remove Asphalt Surface quantity.

2. The 10" CONCRETE PAVEMENT (TEMP.) table is amended to read:

| PHASE | SQ. YDS. |
|--------|----------|
| 2A | 2690 |
| 2B | 4973 |
| TOTALS | 7663 |

3. The EARTHWORK QUANTITIES table is void and superseded by the table depicted on the attached sheet.

* * * * *

On plan sheet 2-P55 for Project NH-80-9(832), the REMOVE ASPHALT SURFACE note is amended to read as follows:

| Station | to | Station | Side | SY |
|------------|----|------------|------|------|
| 1760+00.00 | | 1799+50.00 | Lt | 2493 |
| 1779+39.00 | | 1786+79.00 | Lt | 1008 |

* * * * *

The plans for Project NH-80-9(832) are amended to include added sheets 2-L62 through 2-L71, Joints and Geometrics, as depicted on the attached sheets. PDF copies of these added sheets are available upon request.

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On plan sheet 3 of Project NH-80-9(825), the following changes are made.

1. In Group 6A, the quantity for the item "Class 47BD-4000 Concrete for Bridge" is amended to read 256.3 CY.
2. In Group 6A, the quantity for the item "Class 47BD-4000 Concrete for Bridge, Concrete Rails" is amended to read 24.8 CY.
3. In Group 6A, the quantity for the item "Epoxy Coated Reinforcing Steel" is amended to read 62,280 LB.
4. In Group 6A, the quantity for the item "Epoxy Coated Reinforcing Steel, Concrete Rails" is amended to read 13,440 LB.
5. In Group 6B, the quantity for the item "Class 47BD-4000 Concrete for Bridge" is amended to read 256.8 CY.
6. In Group 6B, the quantity for the item "Class 47BD-4000 Concrete for Bridge, Concrete Rails" is amended to read 24.8 CY.
7. In Group 6B, the quantity for the item "Epoxy Coated Reinforcing Steel" is amended to read 62,650 LB.
8. In Group 6B, the quantity for the item "Epoxy Coated Reinforcing Steel, Concrete Rails" is amended to read 13,440 LB.

* * * * *

On plan sheets 11 and 41 for Project NH-80-9(825), the Section Modulus for steel sheet piling is amended to read:

| | |
|-----------------|--------------------------|
| Section Modulus | 14.5 in ³ /ft |
|-----------------|--------------------------|

* * * * *

For Project NH-80-9(825), plan sheets 26, 27, 31 and 32 are void and superseded by added sheets, 26A, 27A, 31A and 32A as depicted on the attached sheets.

* * * * *

On plan sheet 33 of Project NH-80-9(825), the following changes are made.

1. In Group 6C, the quantity for the item "Class 47BD-4000 Concrete for Bridge" is amended to read 282.0 CY.
2. In Group 6C, the quantity for the item "Class 47BD-4000 Concrete for Bridge, Concrete Rails" is amended to read 24.8 CY.

3. In Group 6C, the quantity for the item "Epoxy Coated Reinforcing Steel" is amended to read 64,380 LB.
4. In Group 6C, the quantity for the item "Epoxy Coated Reinforcing Steel, Concrete Rails" is amended to read 13,440 LB.
5. In Group 6D, the quantity for the item "Class 47BD-4000 Concrete for Bridge" is amended to read 282.7 CY.
6. In Group 6D, the quantity for the item "Class 47BD-4000 Concrete for Bridge, Concrete Rails" is amended to read 24.8 CY.
7. In Group 6D, the quantity for the item "Epoxy Coated Reinforcing Steel" is amended to read 64,135 LB.
8. In Group 6D, the quantity for the item "Epoxy Coated Reinforcing Steel, Concrete Rails" is amended to read 13,440 LB.

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For Project NH-80-9(825), plan sheets 57, 58, 62 and 63 are void and superseded by added sheets, 57A, 58A, 62A and 63A as depicted on the attached sheets.

* * * * *

On plan sheet 2-T2 the existing typical section station 2000+00 is superseded by station 1713+00 and station 2104+77 is superseded by station 2020+00. The second line is void.

* * * * *

Upon execution of the contract, the plans will be revised to reflect these changes.

DEPARTMENT OF ROADS

Original Signed By Liz Wunderlich

For Claude Oie
Construction Engineer

Issued: January 14, 2009

CO: 100AD201

NOTICE: Only the contractors issued bidding proposals receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the contractor.

Sheet 2-N5

| EARTHWORK QUANTITIES | | | | | |
|----------------------|---|-------------------------|-------------------------------|-------------------|-------------------|
| PHASE | ALIGNMENT | EXCAVATION E.Q. (CY) | UNADJUSTED EMBANKMENT (CY) | LONG/SHORT +/- | BALANCE FACTOR |
| 1ABC | I-80 | 341010 | 229374 | +19886 | 1.4 |
| 1A | TEMP. RAMP 4 | 33 | 516 | -689 | 1.4 |
| 1A | RAMP 4 | 1260 | 302 | +837 | 1.4 |
| 1ABC SUBTOTAL | | 342303 | 230192 | | |
| Comments | Excess Excavation = +20,034 cy (1.4 Balance Factor) | | | | |
| 2AB | I-80 | 93561 | 3540 | +88605 | 1.4 |
| 2A | RAMP 4 | 1654 | 0 | +1654 | 1.4 |
| 2AB SUBTOTAL | | 95215 | 3540 | | |
| Comments | Excess Excavation = +90,259 cy (1.4 Balance Factor) | | | | |
| 3 | I-80 | 130342 | 95038 | -2711 | 1.4 |
| 3 | TRUCK LANE | 22133 | 2520 | +18605 | 1.4 |
| 3 | CAR LANE | 425 | 778 | -664 | 1.4 |
| 3 | RAMP 3 | 4735 | 77 | +4627 | 1.4 |
| 3 SUBTOTAL | | 157635 | 98413 | | |
| Comments | Excess Excavation = +19,857 cy (1.4 Balance Factor) | | | | |
| PROJECT TOTAL | | 595153 | 332145 | +130150 | 1.4 |

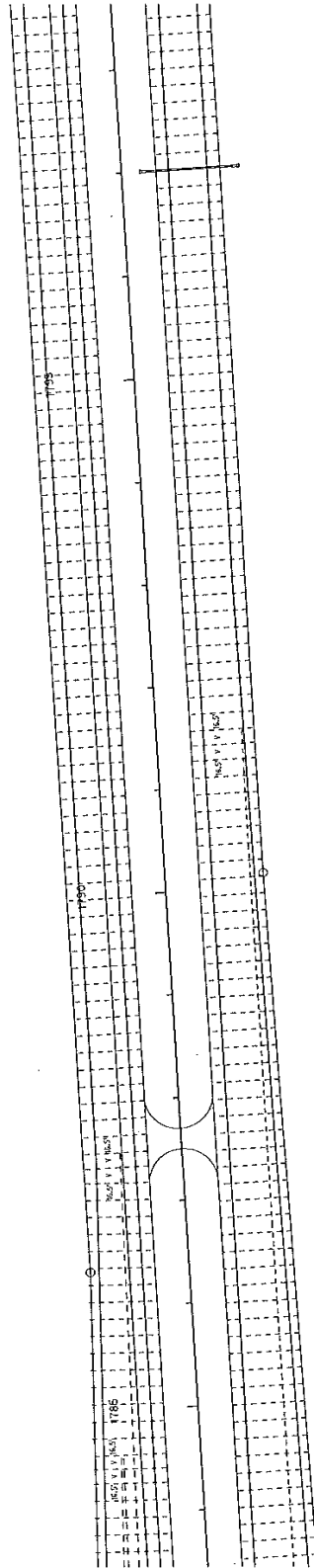
Add Sheet 2463

| | |
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| PROJECT NO. | 2-2-03 |
| NO. SHEET | 2-2-03 |
| DATE | 12/20/01 |

SEC. 28-TION-RBE

SEC. 28-TION-RBE

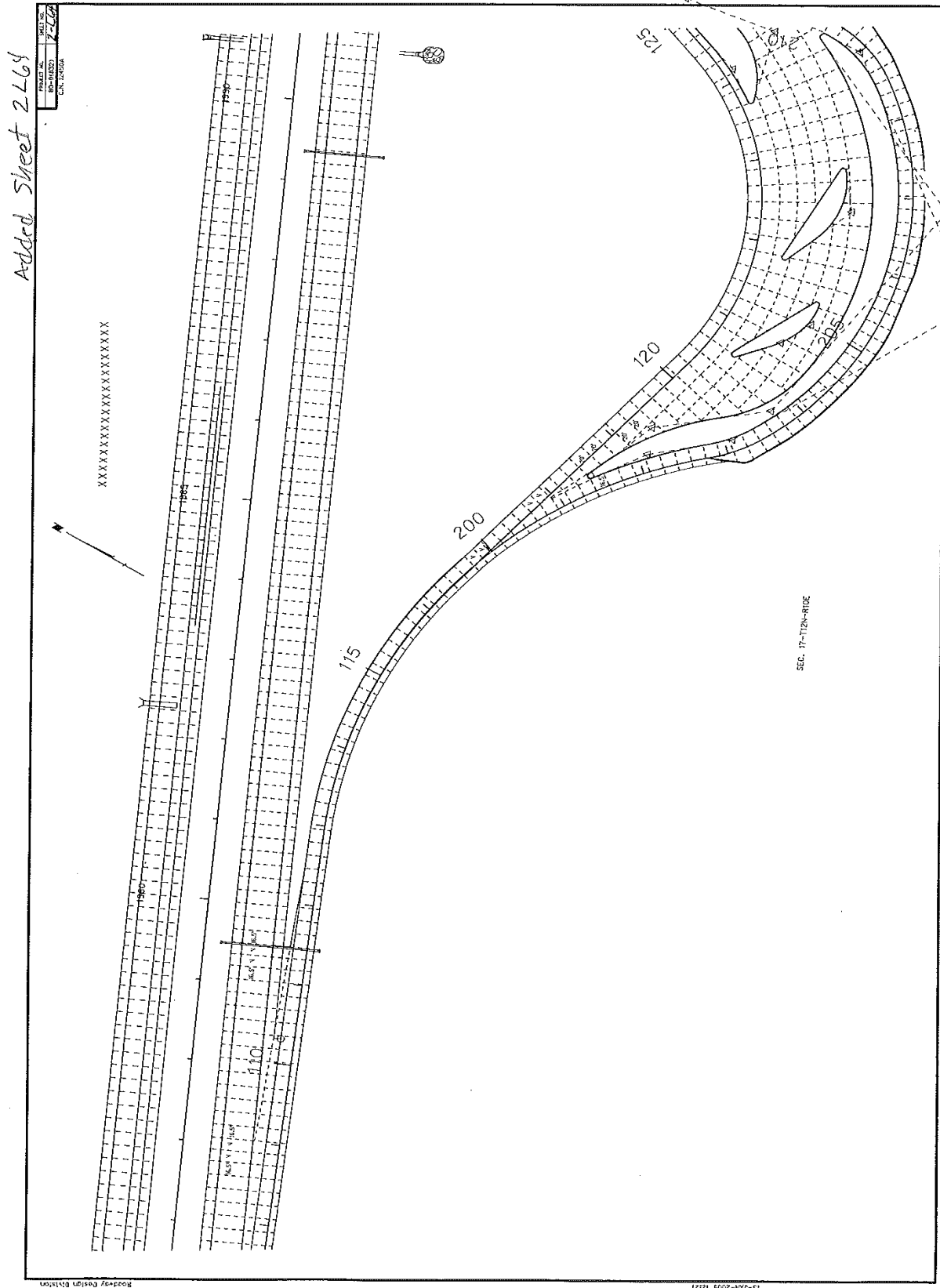
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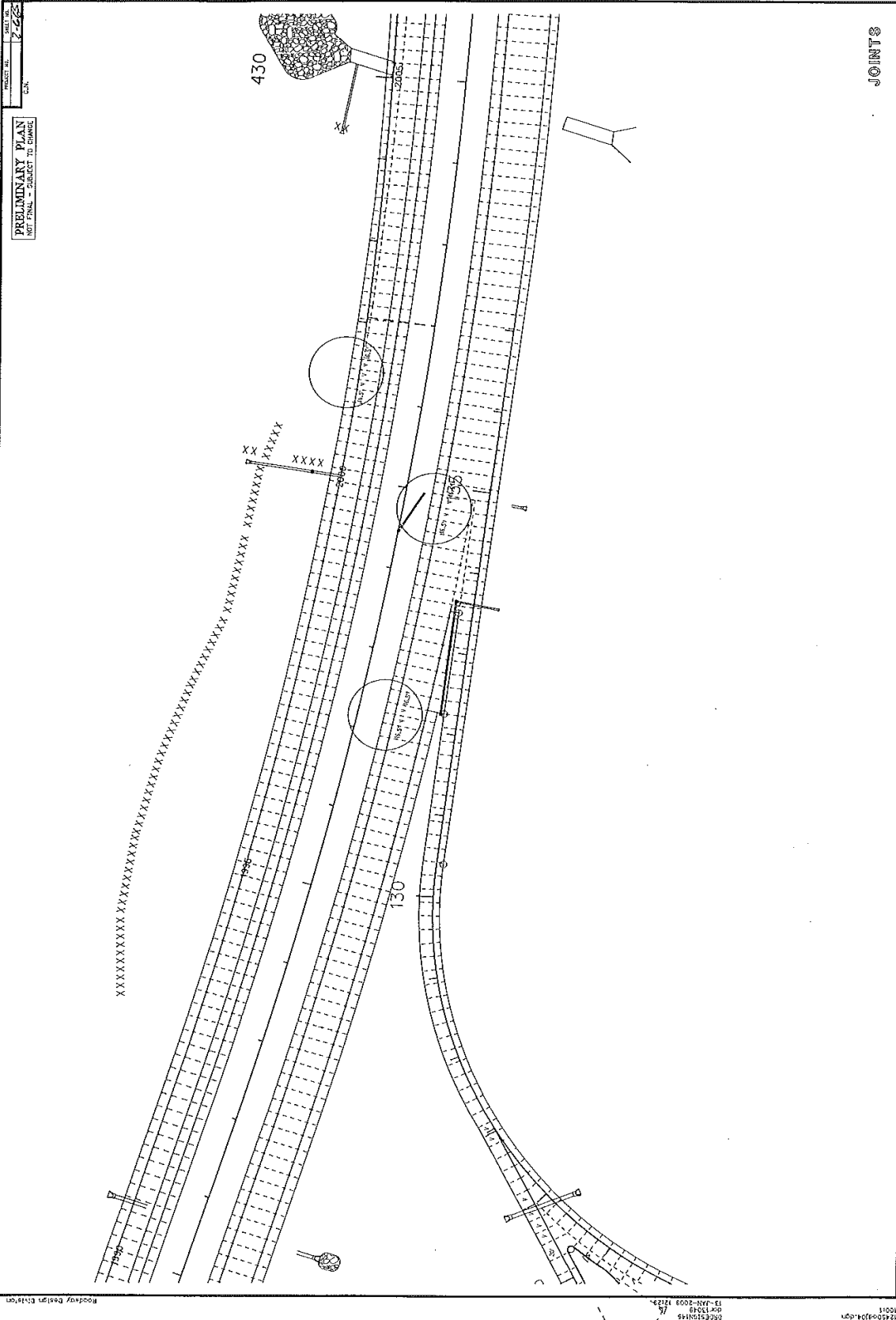
SEC. 28-TION-RBE

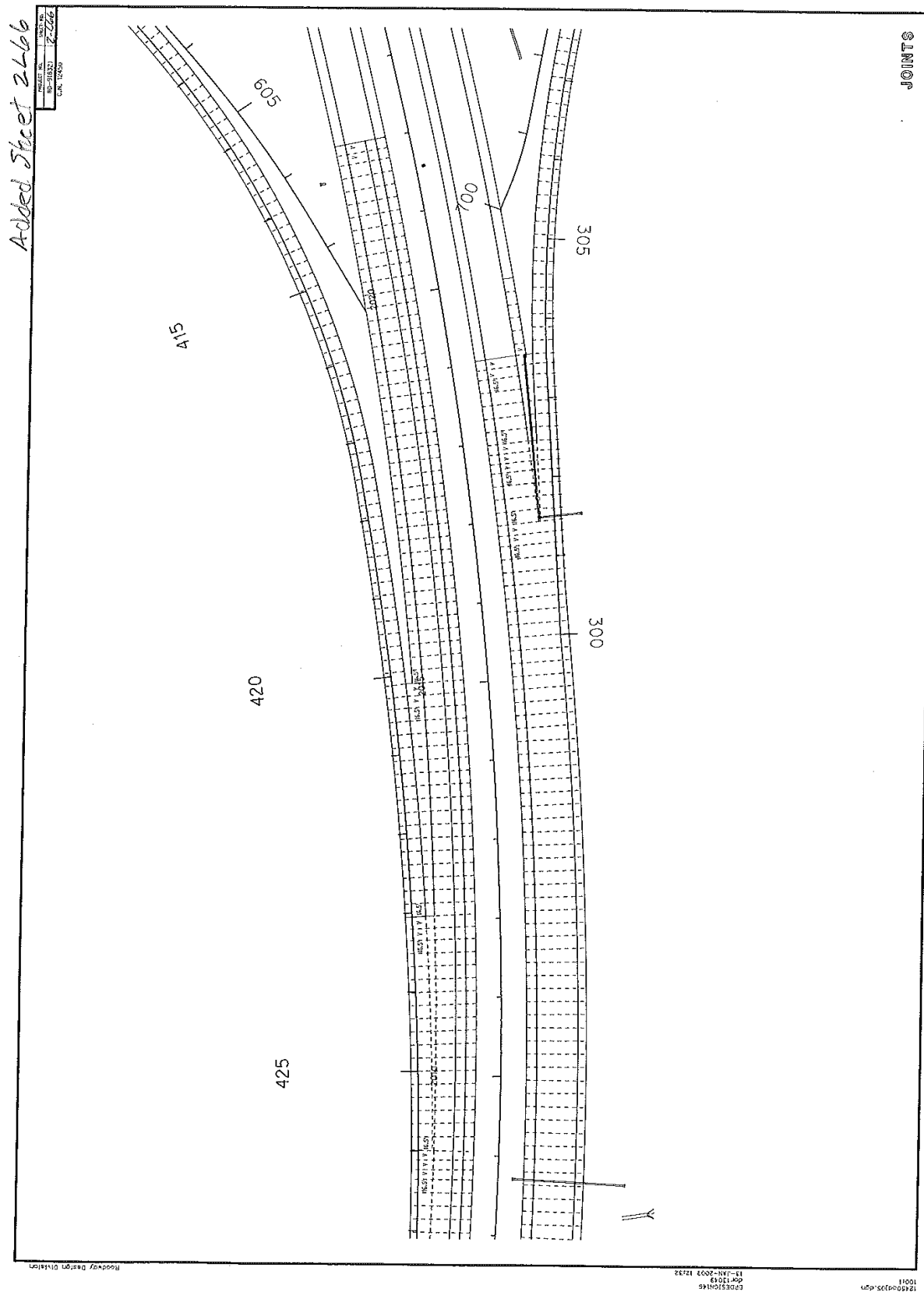
SEC. 28-TION-RBE

JOINTS

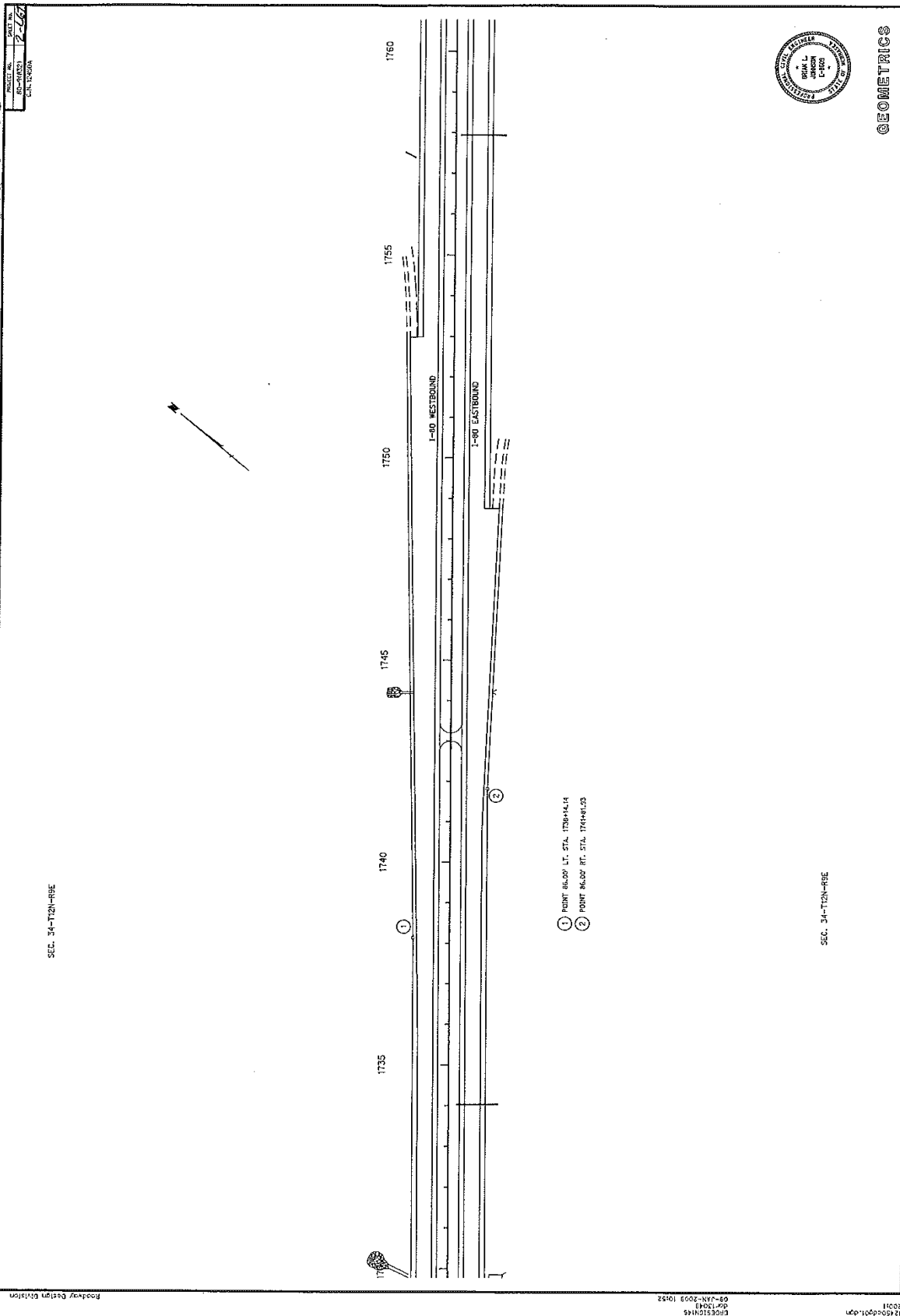


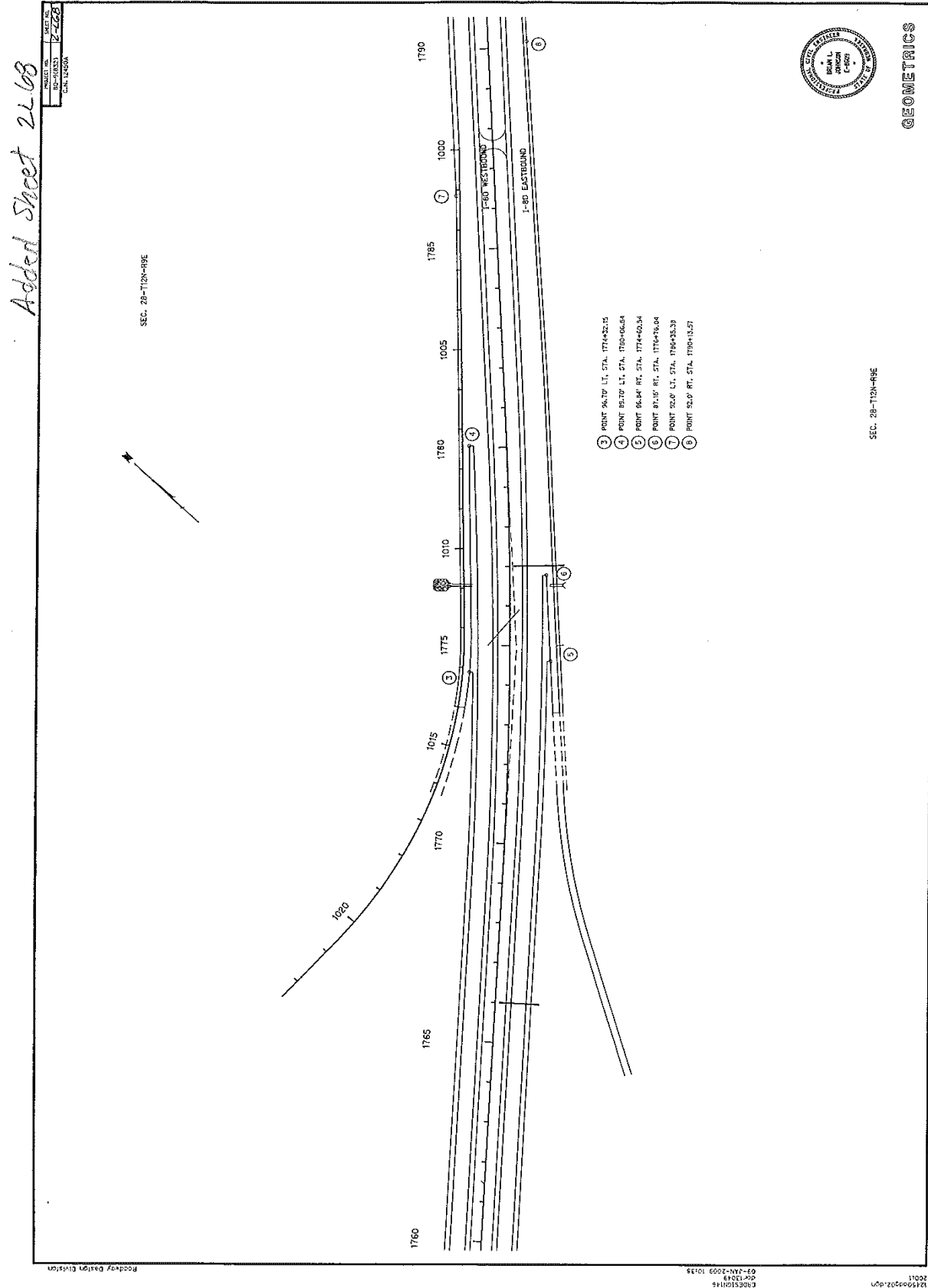
Added Sheet 2L65

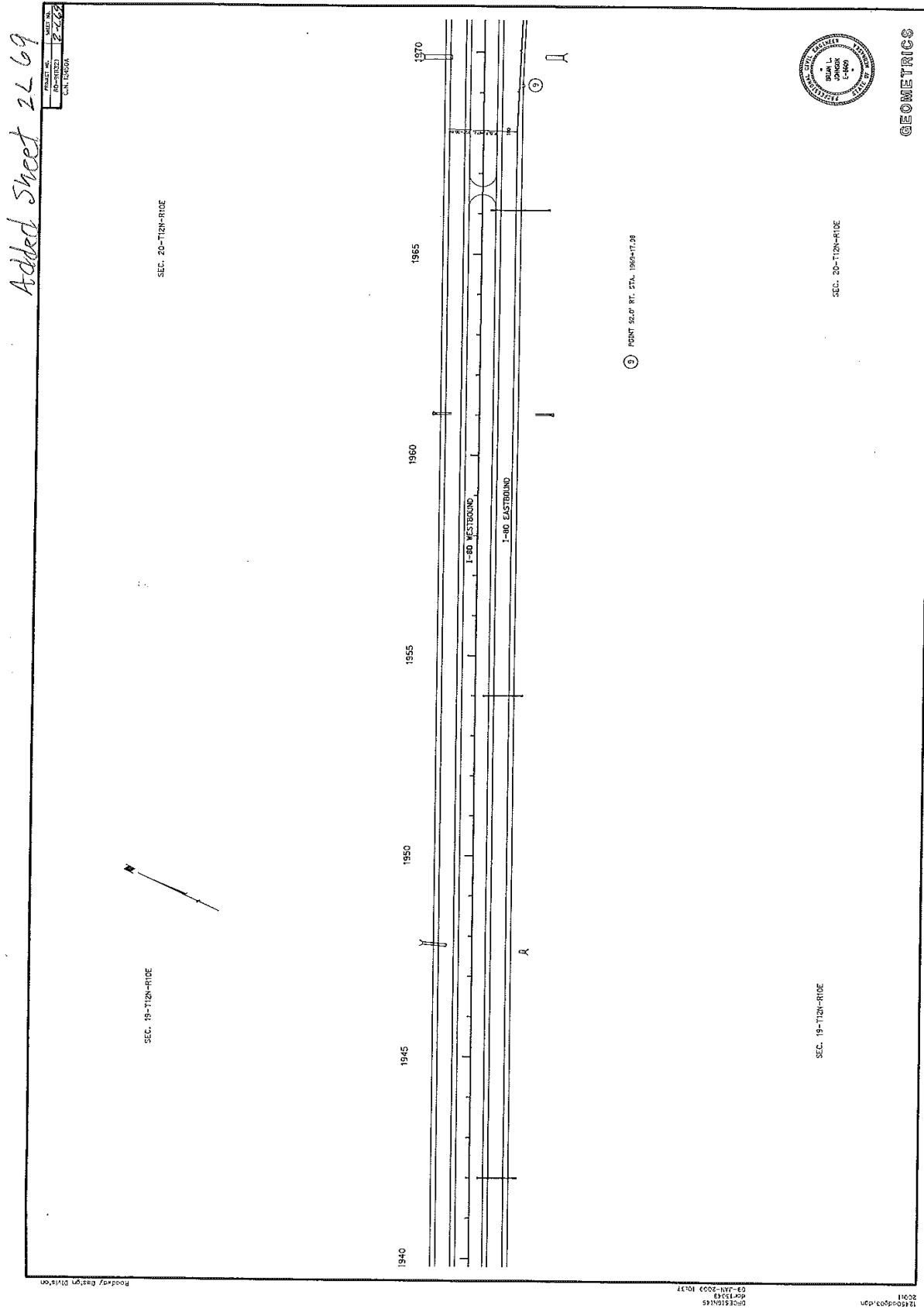




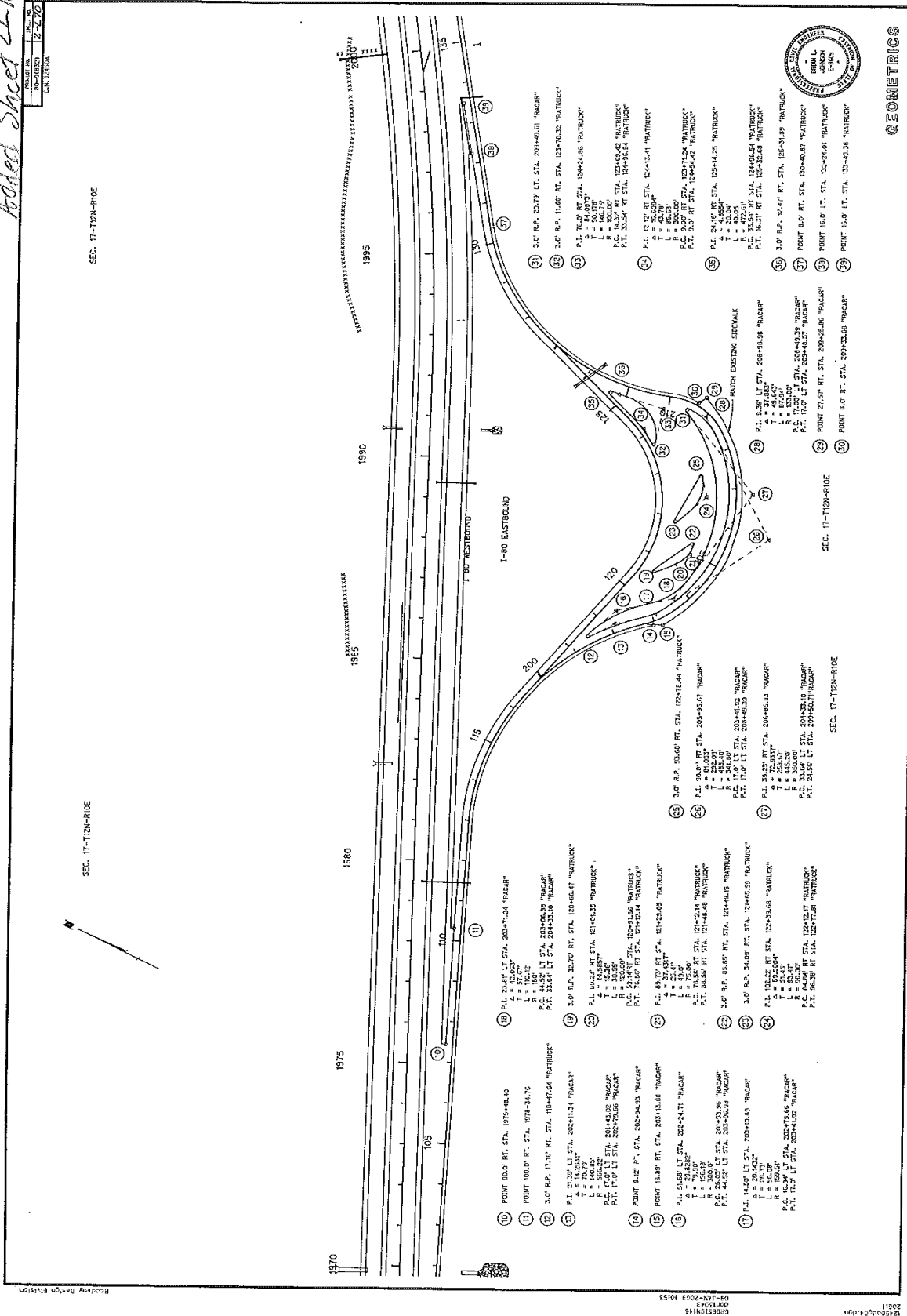
Added Sheet 2467



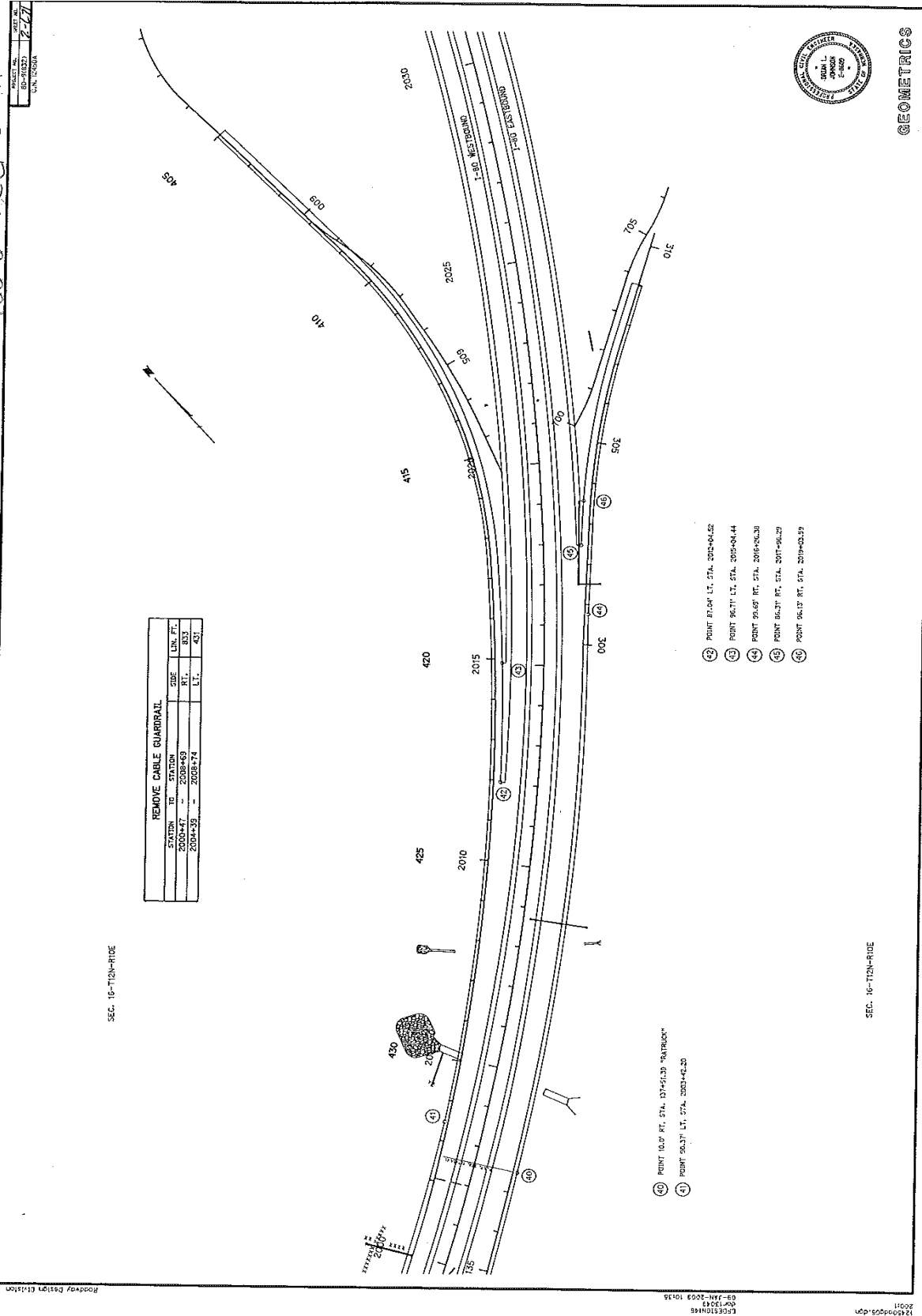


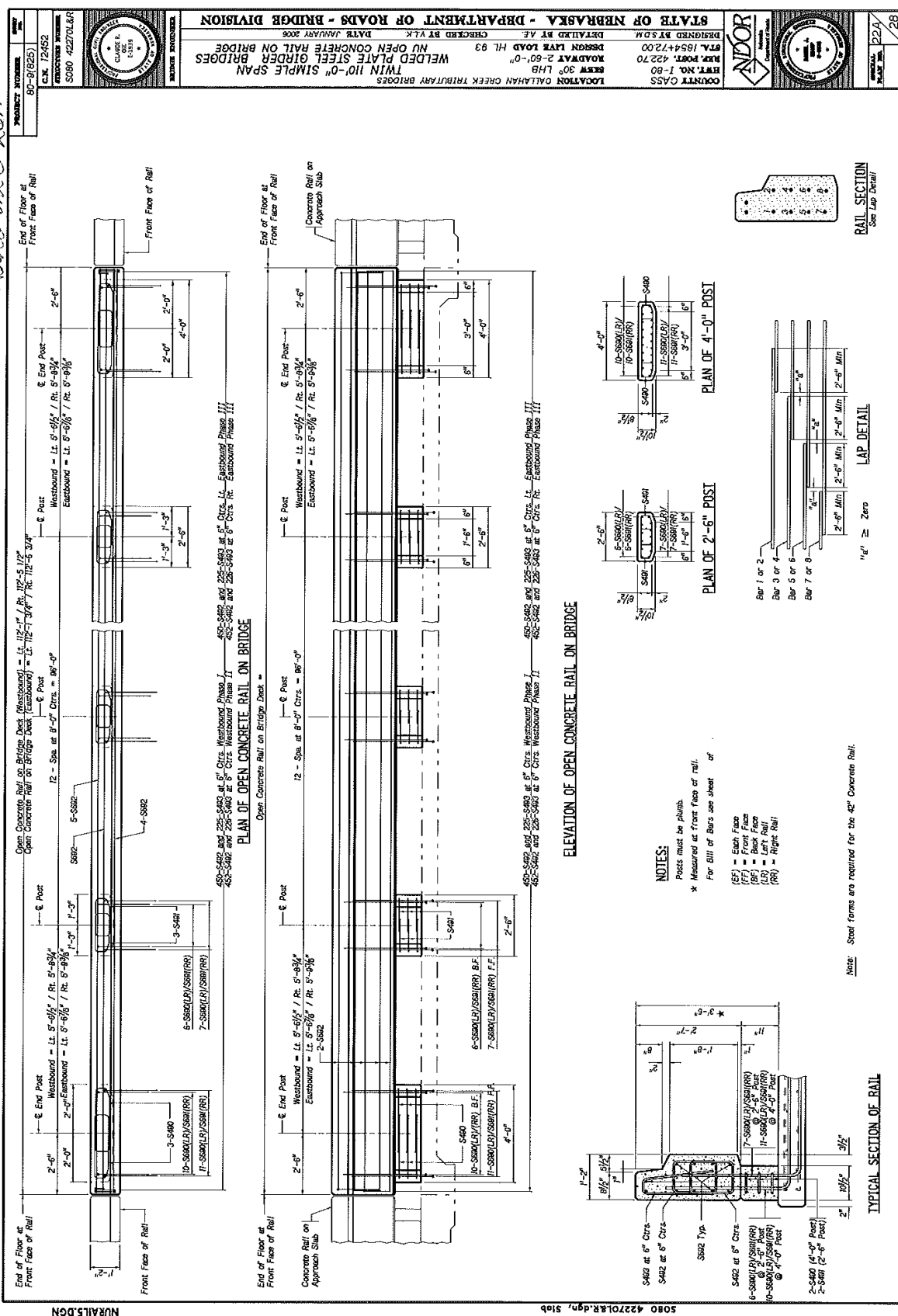


Added Sheet 22.10

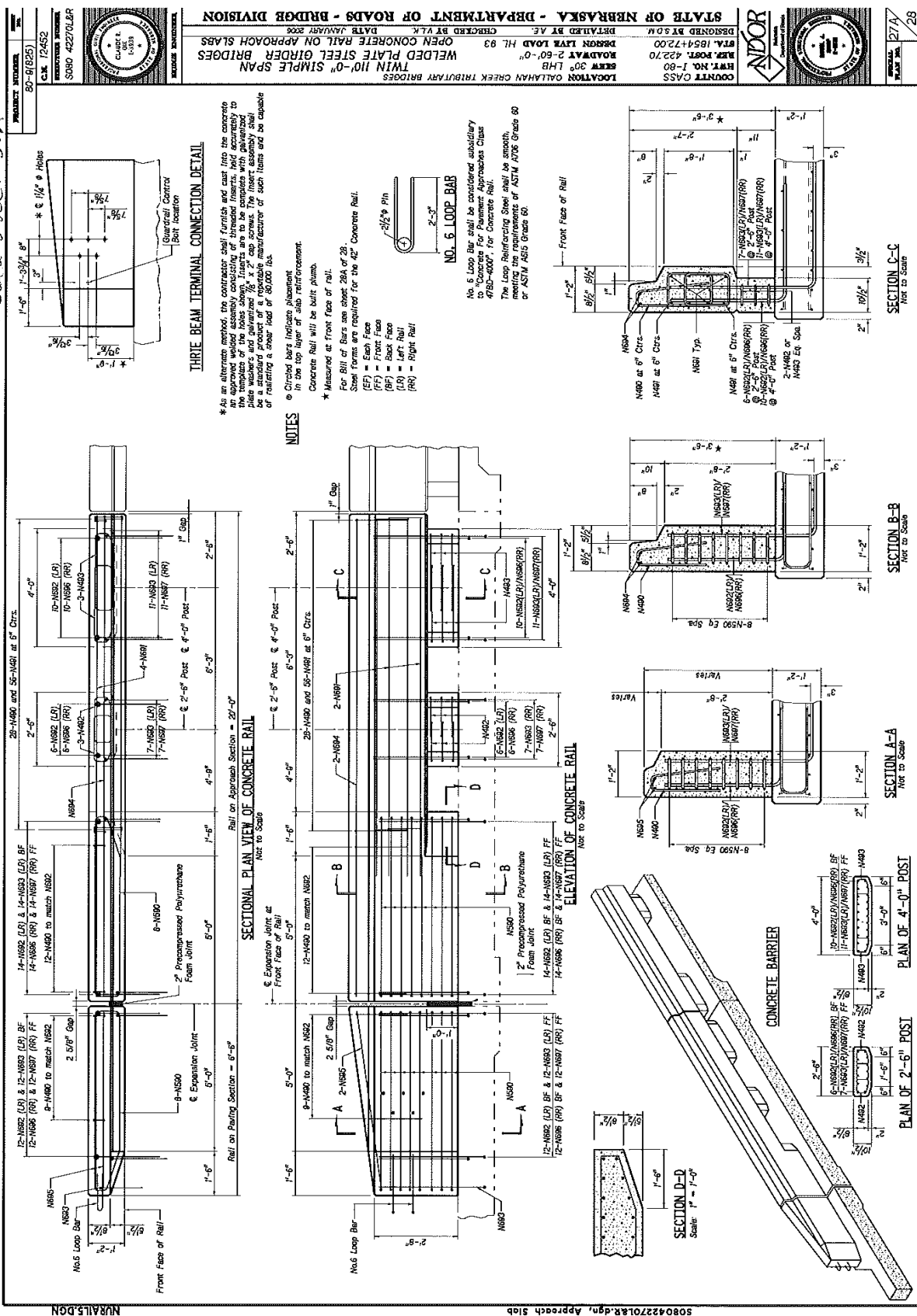


Added Sheet 2L-71





[illegible]



Added Sheet 32A

NOTE: FOR BENDING DIMENSIONS, BAR LENGTHS & PIN DIAMETERS SEE SHEET 14 OF 24.

28A

PROJECT NUMBER
80-9(635)
C.K. 12452

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JANUARY 2008

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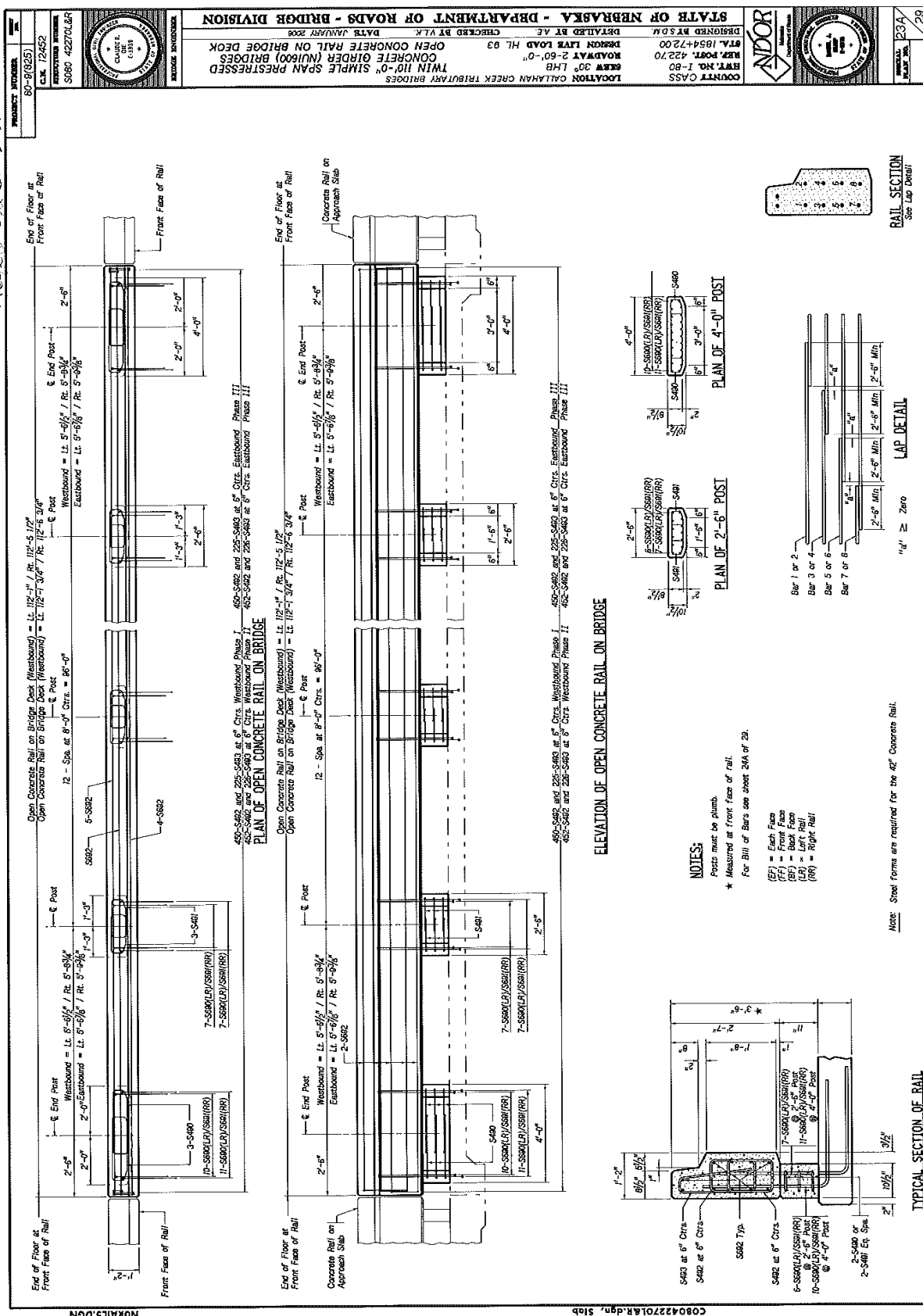
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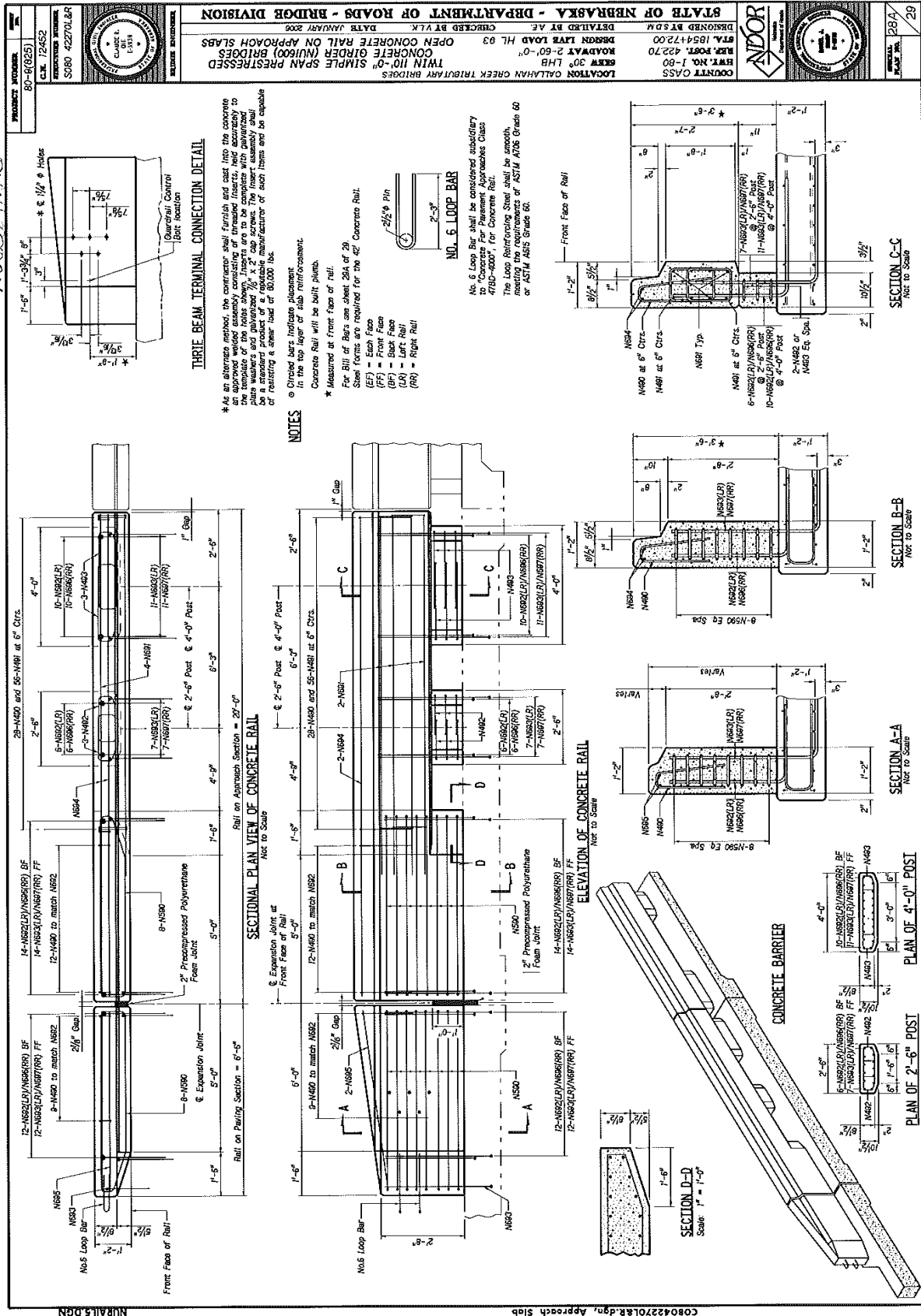
NOTE: FOR BENDING DIAGRAMS, HOOK LENGTHS & PIN DIAMETERS SEE SHEET 14 OF 28.



Add Sheet 58A

| SLAB B I L L O F B A R S (WESTBOUND) | | | | | | | | | | | | | | | SLAB B I L L O F B A R S (EASTBOUND) | | | | | | | | | | | | | | |
|--------------------------------------|-----------------------------------|--------|---------|-----|-----|-----|-----|-----|----|---------------|------|--------|------------|------|--------------------------------------|-----|-----|-----|----|---------------|-------|--|--|--|--|--|--|--|--|
| MARK | NUMBER OF BARS PHASE 1 PHASE 2 | LENGTH | TYPE | "A" | "B" | "C" | "D" | "E" | PK | HEIGHT LBS | MARK | NUMBER | LENGTH | TYPE | "A" | "B" | "C" | "D" | PK | HEIGHT LBS | | | | | | | | | |
| S570 | 109 | 109 | 7'-0" | STR | | | | | | 3,416 | S502 | 218 | 7'-0" | STR | | | | | | | 3,416 | | | | | | | | |
| S502 | 64 | 56 | 3'-0" | STR | | | | | | 736 | S503 | 140 | 3'-0" | STR | | | | | | | 736 | | | | | | | | |
| S503 | 39 | 27 | 11'-0" | STR | | | | | | 7809 | S504 | 65 | 11'-0" | STR | | | | | | | 7779 | | | | | | | | |
| S504 | 2 | 2 | 46'-4" | STR | | | | | | 67 | S505 | 2 | 20'-2" | STR | | | | | | | 156 | | | | | | | | |
| S505 | 21 | 11 | 13'-10" | STR | | | | | | 457 | S506 | 2 | 20'-2" | STR | | | | | | | 486 | | | | | | | | |
| S506 | 30 | 18 | 39'-0" | STR | | | | | | 2538 | S507 | 13 | 65'-10" | STR | | | | | | | 5281 | | | | | | | | |
| S507 | 20 | 14 | 13'-10" | STR | | | | | | 435 | S508 | 12 | 65'-10" | STR | | | | | | | 720 | | | | | | | | |
| S508 | 38 | 26 | 11'-0" | STR | | | | | | 4664 | S509 | 23 | 20'-1" | STR | | | | | | | 689 | | | | | | | | |
| S509 | 2 | 2 | 46'-4" | STR | | | | | | 61 | S510 | 64 | 11'-0" | STR | | | | | | | 464 | | | | | | | | |
| S510 | 20 | 14 | 13'-10" | STR | | | | | | 275 | S511 | 22 | 20'-3 1/2" | STR | | | | | | | 4944 | | | | | | | | |
| S511 | 9 | 0 | 46'-4" | STR | | | | | | 191 | S512 | 78 | 64'-5" | STR | | | | | | | 326 | | | | | | | | |
| S512 | 9 | 0 | 46'-4" | STR | | | | | | 141 | S513 | 12 | 62'-0 1/2" | STR | | | | | | | 3369 | | | | | | | | |
| S513 | 24 | 0 | 23'-10" | STR | | | | | | 150 | S514 | 9 | 70'-0" | STR | | | | | | | 423 | | | | | | | | |
| S514 | 10 | 10 | 11'-0" | STR | | | | | | 300 | S515 | 50 | 11'-0" | STR | | | | | | | 425 | | | | | | | | |
| S515 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S516 | 244 | 6'-0" | STR | | | | | | | 387 | | | | | | | | |
| S516 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S517 | 122 | 11'-0" | STR | | | | | | | 978 | | | | | | | | |
| S517 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S518 | 103 | 2'-0" | STR | | | | | | | 658 | | | | | | | | |
| S518 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S519 | 103 | 2'-0" | STR | | | | | | | 343 | | | | | | | | |
| S519 | 10 | 10 | 11'-0" | STR | | | | | | 92 | S520 | 24 | 20'-0 1/2" | STR | | | | | | | 418 | | | | | | | | |
| S520 | 10 | 10 | 11'-0" | STR | | | | | | 42 | S521 | 8 | 6'-0" | STR | | | | | | | 329 | | | | | | | | |
| S521 | 10 | 10 | 11'-0" | STR | | | | | | 140 | S522 | 9 | 71'-0" | STR | | | | | | | 43 | | | | | | | | |
| S522 | 10 | 10 | 11'-0" | STR | | | | | | 150 | S523 | 20 | 7'-0" | STR | | | | | | | 430 | | | | | | | | |
| S523 | 10 | 10 | 11'-0" | STR | | | | | | 300 | S524 | 8 | 5'-0" | STR | | | | | | | 102 | | | | | | | | |
| S524 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S525 | 24 | 7'-0" | STR | | | | | | | 27 | | | | | | | | |
| S525 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S526 | 155 | 4'-0" | STR | | | | | | | 124 | | | | | | | | |
| S526 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S527 | 802 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S527 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S528 | 451 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S528 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S529 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S529 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S530 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S530 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S531 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S531 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S532 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S532 | 10 | 10 | 11'-0" | STR | | | | | | 92 | S533 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S533 | 10 | 10 | 11'-0" | STR | | | | | | 42 | S534 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S534 | 10 | 10 | 11'-0" | STR | | | | | | 140 | S535 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S535 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S536 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S536 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S537 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S537 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S538 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S538 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S539 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S539 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S540 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S540 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S541 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S541 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S542 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S542 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S543 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S543 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S544 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S544 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S545 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S545 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S546 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S546 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S547 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S547 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S548 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S548 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S549 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S549 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S550 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S550 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S551 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S551 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S552 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S552 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S553 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S553 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S554 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S554 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S555 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S555 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S556 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S556 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S557 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S557 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S558 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S558 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S559 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S559 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S560 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S560 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S561 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S561 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S562 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S562 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S563 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S563 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S564 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S564 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S565 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S565 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S566 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S566 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S567 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S567 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S568 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S568 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S569 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S569 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S570 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S570 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S571 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S571 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S572 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S572 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S573 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S573 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S574 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S574 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S575 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S575 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S576 | 451 | 4'-0" | STR | | | | | | | 1565 | | | | | | | | |
| S576 | 10 | 10 | 11'-0" | STR | | | | | | 53 | S577 | 24 | 7'-0" | STR | | | | | | | 124 | | | | | | | | |
| S577 | 10 | 10 | 11'-0" | STR | | | | | | 102 | S578 | 155 | 4'-0" | STR | | | | | | | 465 | | | | | | | | |
| S578 | 10 | 10 | 11'-0" | STR | | | | | | 84 | S579 | 802 | 4'-0" | STR | | | | | | | 2163 | | | | | | | | |
| S579 | 10 | 10 | 11'-0" | STR | | | | | | 35 | S580 | 451 | 4'-0" | | | | | | | | | | | | | | | | |

Added Sheet 62A



Added Sheet 63A

| BILL OF BARS | | | | | | | | | | BILL OF BARS | | | | | | | | | |
|--------------|----------------|--------|---------------|-----|----|----|----|----|----|--------------|----|----|-----|-----|-----|-----|-----|-----|-----|
| MARK | NUMBER OF BARS | LENGTH | TYPE | 1" | 2" | 3" | 4" | 5" | 6" | 7" | 8" | 9" | 10" | 11" | 12" | 13" | 14" | 15" | 16" |
| N500 | 72 | 2 | 34'-5 1/2" AL | STR | | | | | | | | | | | | | | | |
| N501 | 175 | 2 | 37'-2 1/2" AL | STR | | | | | | | | | | | | | | | |
| N502 | 27 | 2 | 40'-2 1/2" AL | STR | | | | | | | | | | | | | | | |
| N503 | 37 | 11 | 34'-5 1/2" AL | STR | | | | | | | | | | | | | | | |
| N504 | 151 | 14 | 44'-10" AL | STR | | | | | | | | | | | | | | | |
| N505 | 49 | 49 | 44'-10" AL | STR | | | | | | | | | | | | | | | |
| N506 | 38 | 26 | 26'-5" | STR | | | | | | | | | | | | | | | |
| N507 | 15 | 15 | 38'-4" | STR | | | | | | | | | | | | | | | |
| N508 | 34 | 70 | 22'-6 1/2" AL | STR | | | | | | | | | | | | | | | |
| N509 | 24 | 12 | 12'-6 1/2" AL | STR | | | | | | | | | | | | | | | |
| N510 | 12 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N511 | 8 | 8 | 19'-10" | STR | | | | | | | | | | | | | | | |
| N512 | 42 | 105 | 2'-11" | STR | | | | | | | | | | | | | | | |
| N513 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | | |
| N514 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N515 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N516 | 42 | 42 | 6'-10" | STR | | | | | | | | | | | | | | | |
| N517 | 45 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | |
| N518 | 15 | 15 | 14'-5" | STR | | | | | | | | | | | | | | | |
| N519 | 49 | 49 | 4'-4" | STR | | | | | | | | | | | | | | | |
| N520 | 55 | 45 | 4'-7" | STR | | | | | | | | | | | | | | | |
| N521 | 5 | 6 | 7'-9" | STR | | | | | | | | | | | | | | | |
| N522 | 75 | 5 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N523 | 35 | 47 | 6'-11 1/2" AL | STR | | | | | | | | | | | | | | | |
| N524 | 35 | 40 | 22'-5" | STR | | | | | | | | | | | | | | | |
| N525 | 19 | 49 | 47'-6 1/2" AL | STR | | | | | | | | | | | | | | | |
| N526 | 18 | 25 | 22'-5 1/2" AL | STR | | | | | | | | | | | | | | | |
| N527 | 40 | 40 | 49'-0" | STR | | | | | | | | | | | | | | | |
| N528 | 33 | 26 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N529 | 45 | 38 | 38'-4" | STR | | | | | | | | | | | | | | | |
| N530 | 55 | 26 | 12'-2" | STR | | | | | | | | | | | | | | | |
| N531 | 32 | 32 | 23'-6" | STR | | | | | | | | | | | | | | | |
| N532 | 12 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N533 | 4 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N534 | 8 | 8 | 19'-10" | STR | | | | | | | | | | | | | | | |
| N535 | 42 | 105 | 2'-11" | STR | | | | | | | | | | | | | | | |
| N536 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | | |
| N537 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N538 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N539 | 42 | 42 | 6'-10" | STR | | | | | | | | | | | | | | | |
| N540 | 45 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | |
| N541 | 15 | 15 | 14'-5" | STR | | | | | | | | | | | | | | | |
| N542 | 49 | 49 | 4'-4" | STR | | | | | | | | | | | | | | | |
| N543 | 55 | 45 | 4'-7" | STR | | | | | | | | | | | | | | | |
| N544 | 5 | 6 | 7'-9" | STR | | | | | | | | | | | | | | | |
| N545 | 75 | 5 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N546 | 35 | 47 | 6'-11 1/2" AL | STR | | | | | | | | | | | | | | | |
| N547 | 35 | 40 | 22'-5" | STR | | | | | | | | | | | | | | | |
| N548 | 19 | 49 | 47'-6 1/2" AL | STR | | | | | | | | | | | | | | | |
| N549 | 18 | 25 | 22'-5 1/2" AL | STR | | | | | | | | | | | | | | | |
| N550 | 40 | 40 | 49'-0" | STR | | | | | | | | | | | | | | | |
| N551 | 33 | 26 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N552 | 45 | 38 | 38'-4" | STR | | | | | | | | | | | | | | | |
| N553 | 55 | 26 | 12'-2" | STR | | | | | | | | | | | | | | | |
| N554 | 32 | 32 | 23'-6" | STR | | | | | | | | | | | | | | | |
| N555 | 12 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N556 | 4 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N557 | 8 | 8 | 19'-10" | STR | | | | | | | | | | | | | | | |
| N558 | 42 | 105 | 2'-11" | STR | | | | | | | | | | | | | | | |
| N559 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | | |
| N560 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N561 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N562 | 42 | 42 | 6'-10" | STR | | | | | | | | | | | | | | | |
| N563 | 45 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | |
| N564 | 15 | 15 | 14'-5" | STR | | | | | | | | | | | | | | | |
| N565 | 49 | 49 | 4'-4" | STR | | | | | | | | | | | | | | | |
| N566 | 55 | 45 | 4'-7" | STR | | | | | | | | | | | | | | | |
| N567 | 5 | 6 | 7'-9" | STR | | | | | | | | | | | | | | | |
| N568 | 75 | 5 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N569 | 35 | 47 | 6'-11 1/2" AL | STR | | | | | | | | | | | | | | | |
| N570 | 35 | 40 | 22'-5" | STR | | | | | | | | | | | | | | | |
| N571 | 19 | 49 | 47'-6 1/2" AL | STR | | | | | | | | | | | | | | | |
| N572 | 18 | 25 | 22'-5 1/2" AL | STR | | | | | | | | | | | | | | | |
| N573 | 40 | 40 | 49'-0" | STR | | | | | | | | | | | | | | | |
| N574 | 33 | 26 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N575 | 45 | 38 | 38'-4" | STR | | | | | | | | | | | | | | | |
| N576 | 55 | 26 | 12'-2" | STR | | | | | | | | | | | | | | | |
| N577 | 32 | 32 | 23'-6" | STR | | | | | | | | | | | | | | | |
| N578 | 12 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N579 | 4 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |
| N580 | 8 | 8 | 19'-10" | STR | | | | | | | | | | | | | | | |
| N581 | 42 | 105 | 2'-11" | STR | | | | | | | | | | | | | | | |
| N582 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | | |
| N583 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N584 | 2 | 2 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N585 | 42 | 42 | 6'-10" | STR | | | | | | | | | | | | | | | |
| N586 | 45 | 45 | 7'-2" | STR | | | | | | | | | | | | | | | |
| N587 | 15 | 15 | 14'-5" | STR | | | | | | | | | | | | | | | |
| N588 | 49 | 49 | 4'-4" | STR | | | | | | | | | | | | | | | |
| N589 | 55 | 45 | 4'-7" | STR | | | | | | | | | | | | | | | |
| N590 | 5 | 6 | 7'-9" | STR | | | | | | | | | | | | | | | |
| N591 | 75 | 5 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N592 | 35 | 47 | 6'-11 1/2" AL | STR | | | | | | | | | | | | | | | |
| N593 | 35 | 40 | 22'-5" | STR | | | | | | | | | | | | | | | |
| N594 | 19 | 49 | 47'-6 1/2" AL | STR | | | | | | | | | | | | | | | |
| N595 | 18 | 25 | 22'-5 1/2" AL | STR | | | | | | | | | | | | | | | |
| N596 | 40 | 40 | 49'-0" | STR | | | | | | | | | | | | | | | |
| N597 | 33 | 26 | 19'-4" | STR | | | | | | | | | | | | | | | |
| N598 | 45 | 38 | 38'-4" | STR | | | | | | | | | | | | | | | |
| N599 | 55 | 26 | 12'-2" | STR | | | | | | | | | | | | | | | |
| N600 | 32 | 32 | 23'-6" | STR | | | | | | | | | | | | | | | |
| N601 | 12 | 4 | 6'-4" | STR | | | | | | | | | | | | | | | |